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RUNAWAY GIRL WITNESS FOUND

Boggs, held in the county jail await- solid." ing the action of the grand jury next county.

The two misses have been traced from Medford to Eugene to small towns in Washington, thence to

were induced to go to Ashland by Boggs and Titus, and were about to enter a lodging house in that city when arrested by the chief of police One of the girls was wearing a long dress, furnished to deceive her age.

Another witness in an immorality ense disappeared this week in Cecile Potter of Ashland, age 16, who is alleged to have been betrayed by her own brother, Earl, who is now awaiting the action of the grand jury. A warrant will be issued for her ar-

frigeration facilities for deciduous fruits was registered with the interday by the California Fruit Growers' association. It asked the commisof 26,000 pounds caused a serious loss by decay of fruits.

COUNTY COURT REFUSES EAGLE POINT ELECTION

The county court has signed an order refusing the petition of Eagle Point "dry" residents for a special local option election November 4 to vote the wet and dry Issue.

The refusal was made upon techpical grounds that the petition was not in legal form, did not state the not in least form, did not state the city boundaries and did not state that fininshed to conform to the pavement on the street. Beigian blocks are Bigners were residents of the city of Eagle Point, in stead of the precinct.

It is now at to the "drys" to mandamus the court, if the election is de-

DOUBLE-HEADED CALF

GRANTS PASS, Oct. 17 .-- A freak of mature in the shape of a double-hended calf was brought to Dear Sir: town from the Dimmick ranch Thursday. The little bovine that had been a short time, but will be mounted and preserved as a museum freak. The unal body was joined along the side, the two heads being perfectly formed, with two distinct backbones, There were four normal legs and a tween the front two. The freak also has two tails.

TROLLEY RAILS AND FOUNDATIONS

THE MAIL TRIBUNE does not like to fill the role of ■ objector. The task is not only an unpleasant and The Democratic Times, The Meaford Mail, The Meaford Tribune, The Southern Oregonian, The Aspland Tribune, Office Mail Tribune Building, 26-27-29

North Fir street; telephone 78

With the same infinite wisdom that struck out the words "subject to regulation by the city council," wherever they appeared in the trolley franchise and gave away control of all city streets for half a century, the council has decided that the "T" rail is superior to the girder rail for paved streets, and will without a quibble permit their

Displaying the same engineering knowledge and ability, the council is now permitting the laying of ties and track on a loose foundation and the bolting of rails without tie-plates. The broken and crumbled concrete from the torn-up pavement is thrown on the earth, rolled, and the ties laid two feet apart upon this loose foundation, and the rails bolted to the ties without tie-plates.

It is to be admitted that the T rail has its champions among engineers—principally those employed by trolley lines. But there is absolute unanimity of opinion regard-HIDING, PORTLAND ing the solid concrete base, with drains to be installed where needed.

The Mail Tribune has conducted an investigation for itself into track-laying in various cities. It finds that a Bearies Kavanaugh and Myrde few cities permit the T rail, that most cities compel the Hanseom, age 14 and 16 years, star use of the girder rail, but that, in the words of one of the have now both acclaimed and an-ful play for themselves a play witnesses in the immorality allegations of the coast, "the style of rail is not so proved "The Larg," the dramatic "more daring than The Easiest Way," tions against Dave Titus and II. important as the foundation of the track, which should be sensation of the present senson, and and more thrilling than Within the

Mr. Bullis has kindly furnished the Mail Tribune a purpose as an effective footlight company presents this thrithingly reweek, were located in Periland this report of the committee on way matters, read before the warning for the homes and young alistic drama with all its intensity of morning by Prosecutor Keliy and American Electric Railway Engineering association at its girls of the nation would seem to be values. It will be seen here at to orities pending the arrival of Sheriff convention held in Atlantic City this week. The report confirmed, Local playgoers must be Page Tuesday night, Oct. 21st. W. H. Singler, who will leave tonight contains designs recommended by the committee of rails city engineer; the company having to pave a strip 6 feet wide along it to bring them back to Jackson to be adopted as standards. These designs are all of girder track leaving the rail flush with the crown of the street. These are the

The committee on way matters in its report says:

Portland, in a month of wandering. Some interesting developments as to the why and wherefore of their de- tion, however, it should be borne in mind that the use of girder rals is inparture, and where they received the money for traveling are expected to be restricted to points where vehicular traffic is confined to the railway strip or is so congested that the railway strip is continually used, and that at such points the street railway traffic is also usually heavy and continuous; and therefore a reasonably heavy rail should be provided to meet such conditions.

It is submitted that the traffic conditions west of the All tracks bridge fill these requirements and demand girder rails.

At its conclusion the report says: The following are recommended for adoption as Recommended Prac-

Specifications for spilce bars, shown in Appendix A.
 Revised specifications for open-hearth girder and high T-rails shown in Appendix B superseding specifications adopted as Recommended Practice in 1912.

Design for joint plates for 9-in, girder-grooved and girderguard rail, shown in Fig. 12.

(4) Design for joint plates for 7-in, girderlyrooved and girder-guard rail, shown in Fig. 13.

Appendix C of the report is on the use of T rails in ment today of Mrs. Joseph Blake's paved streets, makes no recommendation as to standards suit for allmony, pending accuration for adoption, but says:

Investigation has been made and it has found that the principal ob. famous surgeon, gave rise to reports jections to T-rail in paved streets come from city councils, city engineers that a reconciliation between the and public officials who have never seen a street where T-rail was used and Blakes was likely and that the wife which was properly paved. The feeling seems to have gone abroad that the old type of construction is the one to be used and they cannot be blamed for objecting. However, some of the finest tracks and pavement that can be found in the country have been laid with high T-rail on a concrete base which the latter is charged with ror. See the have wrought to your paved with special granite blocks for the groove. pecially to the streets of Minneapolis, Milwaukee, Detroit, Cleveland and

WASHINGTON, Oct. 17.—A com- The pavement is laid flush with the head of the rail and in some to have come up today before Jus- feet, but choose plaint charging that 56 railronds cases 14 inch above the rail. This prevents the wagons from following the tice Pendleton, was, by agreement, the nimost care, have refused to furnish proper re- groove of the rall and there is therefore less delay in team traffic. in delayed until October 21. fact, all traffic on the streets pass in and out and across the tracks with considerably less difficulty than with the most modern girder-grooved rail. The pavement is maintained at a less cost per mile of track and with the state commerce commission here to- heavy rails and vertical beaming there is less tendency for the tracks to an income of \$15000 a month. spread.

After a very exhaustive investigation, the city of Detroit recommended the use of T-rail in paved streets. The cities of Minneapolis and St. Paul sion also to fix a minimum capacity we are informed, have written the use of T-rail into their ordinances and of 20,000 pounds for refrigerator have forbidden the use of grooved rail in the cities except for curves. cars, declaring the present minimum After visiting the city of Minnenpolis in 1995, 1997 and 1912 and viewing the same tracks and payement each time, the committee feels that there are no better payed street railway tracks in the country than found there. The council of the city of Cleveland was induced to allow the use of T-rail in 1912 and have been so well pleased with it that some twenty-eight miles of track will be laid with this construction in 1913.

> Regarding the use of T rails, the following communi- horses. Among them are horses that cations speak for themselves:

Sacramento, Cal., Oct. 10. Beg to acknowledge your communication of recent date, and in reply will say that we do not allow "T" ralls on the main streets.

We have no ordinance governing the laying of trolley tracks, but when railroads ask for franchises they specify the kind of rails they intend to use, all interorban railroads use the Trilby or Groove rail. Very sincerely,

M. J. BURKE. President of the City Commission.

Albany, Oregon, Oct. 8th. Yours of yesterday in regard to trolly tracks and our regulations of same to hand. Will say that about the only regulations we have are that companies are required to place the tracks on a solid foundtion of crushed rock and cement some 12 inches beneath the ties, drain tile beneath this

kind in use here. The main thing to preserve your pavement is to require first class

the proper material to use on each side of the rail. T rails are the only

Always glad to serve you.

Yours truly,

P. D. GILBERT.

San Francisco, Oct. 8th. 1913. San Francisco permits the laying of heavy grooved rails on all the ets of the city. These rails are laid flush with the pavement and there streets of the city. These rails are laid flush with the pavement and there is a provision in the franchises granted private corporations that they must keep their roadhed, eighteen inches each side of the tracks, in as good condition as the remainder of the street. That is about the substance of the regulations as regards the laying of trolley tracks, Very truly yours

SYLVESTER M'ALTEE. Assistant Secretary to the Mayor. Portland, Ore., October 9.

Replying to your inquiry in regard to "T" rails. I beg to state that there are no regulations governing the laying of rails in this city. The There is none just as good or that matter is in the hands of the council, which may or may not allow such gives such quick, sure and effective so handienpped by nature lived but rails, it being decided separately on each franchise Yours very truly

H. R. ALBEE,

Bellingham, Washington, October 9. Your letter of the 7th inst, at hand and in reply will say that Bellingham has never required of its street car company a change from the old fashioned "T" rail to the modern groove rail, although a great deal of fifth dudimentary leg had grown be- track has been relaid by the local company during the past few years. Practically all of this track is laid, or rather relaid, at the time of the paving of the street, so that it is all relaid under the supervision of the



Los Angeles and San Francisco intensely enger to judge this power its claim to be inspired with a moral Law," ". The high-class interpreting

only regulations governing this matter in our city.

To be more explicit, all our franchises require that the street car com-The committee on way matters in its report says:

pany shall improve the seven feet strip where they have a single track and a seventeen feet strip where they have a double track, with the same material and in like manner with the improvement on the remainder of he street, but there never has been any agitation in this city in regard to

Respectfully yours.

Eugene Oct. 10. We period "T" rails on paved streets.

One Tracelise calls for Belgian blocks next to rails inside and the other franchise leaves the matter optional with the railroad company. a paved streets must be laid with cement base

from her husband, Dr. Blake, the

RACING MATINEE AT

The Jackson County Fair association will give a matince Sunday, Oct. 19th, to make up the deficit of \$400 perfect condition, which the recent fair austained. The promoters have a good siring of won money in the northern part of the state during the fair held there. One of the special features will be the bucking bull Nero. Medford peaple will again have an opportunity to see this wonder do quick work with

Just as long as you have catarrh, your head will be stopped up, your nose will itch, your breath will be foul, you will hawk and sniffle, you will have droppings in the threat and that choked up feeling in the morning. The germs of catarrh have you in their power; they are continually the irritating the membrane of your none and throat.

You must kill these loathsome days. germs or their desperate assaults will in time leave you a physical wreck.

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John A. Perl

Undertaker Lady Assistant. 28 S. BARTLETT Phones M. 47 and 47-J-2 Ambulance Service Deputy Coroner unfortunate riders. Nero has never been ridden while in good trim, and as he is now in pasture getting fat and resting up he surely will perform

D. A. YORAN,

Also Grizzly Murphy, the black outiw, which has never been ridden will be given a tryout along with other buckers. Oln addition there will b

Your Skin Needs

The alimony hearing, which was the time to begin to remedy the deto have come up today before Jus- feet, but choose your remedies with

The heat authority in the country Mrs. Blake asked \$5000 to pay on the skin is Emily Lloyd, author of her lawyer, \$2000 for expenses and "The Skin." She recommends Marinello Treatment and Merinello Preparations as the only absolutely and entirely effective method of caring FAIRGROUNDS SUNDAY for the skin. We use them exclu-

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